

BookletChart™

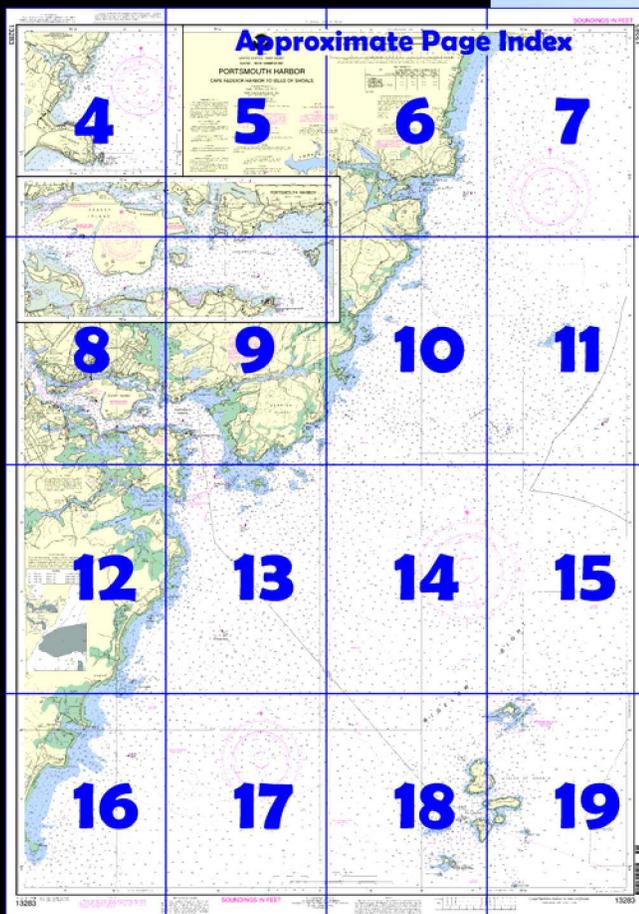
Portsmouth Harbor

(NOAA Chart 13283)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

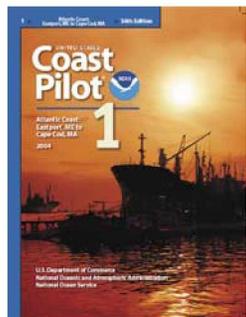
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 9 excerpts]

(132) **Cape Neddick Harbor** is a small open bight between Weare Point and **Barn Point** about 1 mile northward of Cape Neddick. The entrance is marked, but the dangers inside the entrance are not marked.

(135) The entrance to the harbor is buoyed and not difficult to enter with the aid of the chart. From a position about 750 yards eastward of Cape Neddick Light, a course of **325°** carries through the entrance to an anchorage in 12 to 27 feet, about 200 yards

westward of Weare Point. Use the lead if necessary to avoid getting too far up the harbor into the foul area at the head.

(143) **York Harbor**, 2.5 miles southwestward of Cape Neddick and 5.5 miles northeastward of Portsmouth Harbor entrance, is the approach to the town and summer resort of **York Harbor**. The harbor is used by many fishing boats and pleasure craft.

(147) The entrance to York Harbor is narrow and crooked, and leads between rocks, bare and submerged, on both sides of the channel. In 1992, natural depths of 7 to 10 feet were available to the wharves.

(149) The town maintains guest moorings for visiting yachts in the reach below the wharves off the northwest side of Stage Neck. A town wharf is on the south bank just east of the first highway bridge..

(157) A buoy marks the ledge off the southwestern extremity of Stage Neck and the sharp turn from the entrance channel up into the inner harbor. In making this turn, sharp seamanship is needed, especially on the strength of ebb, to avoid setting over to the westward and bringing up on the rock ledge covered 1½ feet which is eastward of **Harris Island**; give the daybeacon marking the east side of the ledge a good berth.

(166) The facilities for yachts and small craft in the harbor are full and complete. All services can be had, and ice, provisions, and supplies of all kinds are available or can be obtained on short notice. There are three service facilities along the waterfront with wharves and float landings with 8 to 12 feet reported alongside. Gasoline, diesel fuel, and water are available. Overnight berthing at the landings is permitted.

(167) A well-equipped marina and boatyard is on Harris Island in the cove westward of Stage Neck. There is a reported depth of 8 feet at the floats, and gasoline, diesel fuel, water, and electricity are available. Marine supplies, lodging, and parking are available.

(179) Two dangerous ledges are 2.5 miles offshore. **York Ledge**, the northernmost, covered 3 feet and 2.9 miles southeastward of York River, is marked on the east side by a buoy. **Murray Rock**, 1.5 miles south-southwestward of York Ledge, is covered 6 feet, and has a buoy off its southwest side.

(184) A moving safety zone is established surrounding tank vessels carrying Liquified Petroleum Gas (LPG) while transiting Bigelow Bight, Portsmouth Harbor and the Piscataqua River.

(197) **Portsmouth Harbor Coast Guard Station** and lookout tower are on Fort Point.

(223) A small-boat channel, privately marked by seasonal buoys, leads northerly from the main ship channel about 100 yards below the combined U.S. Route 1 Bypass highway and Boston and Maine Railroad bridge and passes under a retractable span of the railroad bridge. In 1968, the reported controlling depth in the channel was 6 feet.

(229) Yachts and smaller vessels usually anchor in Pepperrell Cove, or northward of New Castle Island, southward of the range line.

(272) **Little Harbor** is on the west side of the entrance to Portsmouth Harbort. Vessels should not attempt to enter in bad southeasterly weather when the sea breaks across the entrance.

(276) A narrow thorofare, partially dredged and marked by buoys, connects the northwestern end of Little Harbor with Portsmouth Harbor. The dredged section of the thorofare extends from just below the highway bridge across Little Harbor to a point about 0.8 mile above the bridge. Above this point, the thorofare leads between Shapleigh Island and Goat Island into Portsmouth Harbor. In May 1999, the controlling depths in the dredged section were 5½ feet to the northwest end of the junction with Sagamore Creek channel, except for shoaling to 2½ feet in the southwest section of the junction just south of Buoy SL, thence 4½ feet northward to the end of the dredged section.

(277) Portsmouth Harbor can also be reached through another part of the thorofare which leads westward of **Shapleigh Island** and **Pierces Island** from above the dredged section. Depths through this part of the thorofare are about 1 foot. A bare spot and a dangerous rock, which uncovers, are in midchannel about 0.3 mile and 0.2 mile southward of the first bridge, respectively; the chart is the guide. The entrance to the thorofare from Portsmouth Harbor is marked by buoys.

(278) **Sagamore Creek** empties into Little Harbor from the westward, about 0.2 mile above the highway bridge across the harbor. The creek is entered by a marked dredged channel which leads to a highway bridge 0.8 mile above the entrance; an anchorage basin is about 0.3 mile above the entrance. In May 1999, the controlling depths were 3½ feet in the dredged channel to the bridge with 6 feet in the anchorage basin.

Table of Selected Chart Notes

Corrected through NM Oct. 27/07
Corrected through LNM Oct. 23/07

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID

(based on NAD 1927)

Maine State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits have been omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.326' northward and 1.819' eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.55 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WKJ-40	162.40 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection

Scale 1:20,000 at Lat. 43° 04'

North American Datum of 1983
(World Geodetic System 1984)

NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All New Hampshire coastal waters are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
York Harbor	(43°08'N/70°38'W)	9.3	8.9	0.3
Portsmouth Harbor	(43°05'N/70°45'W)	8.5	8.1	0.3
Gosport Harbor, Isles of Shoals	(42°59'N/70°37'W)	9.2	8.8	0.3

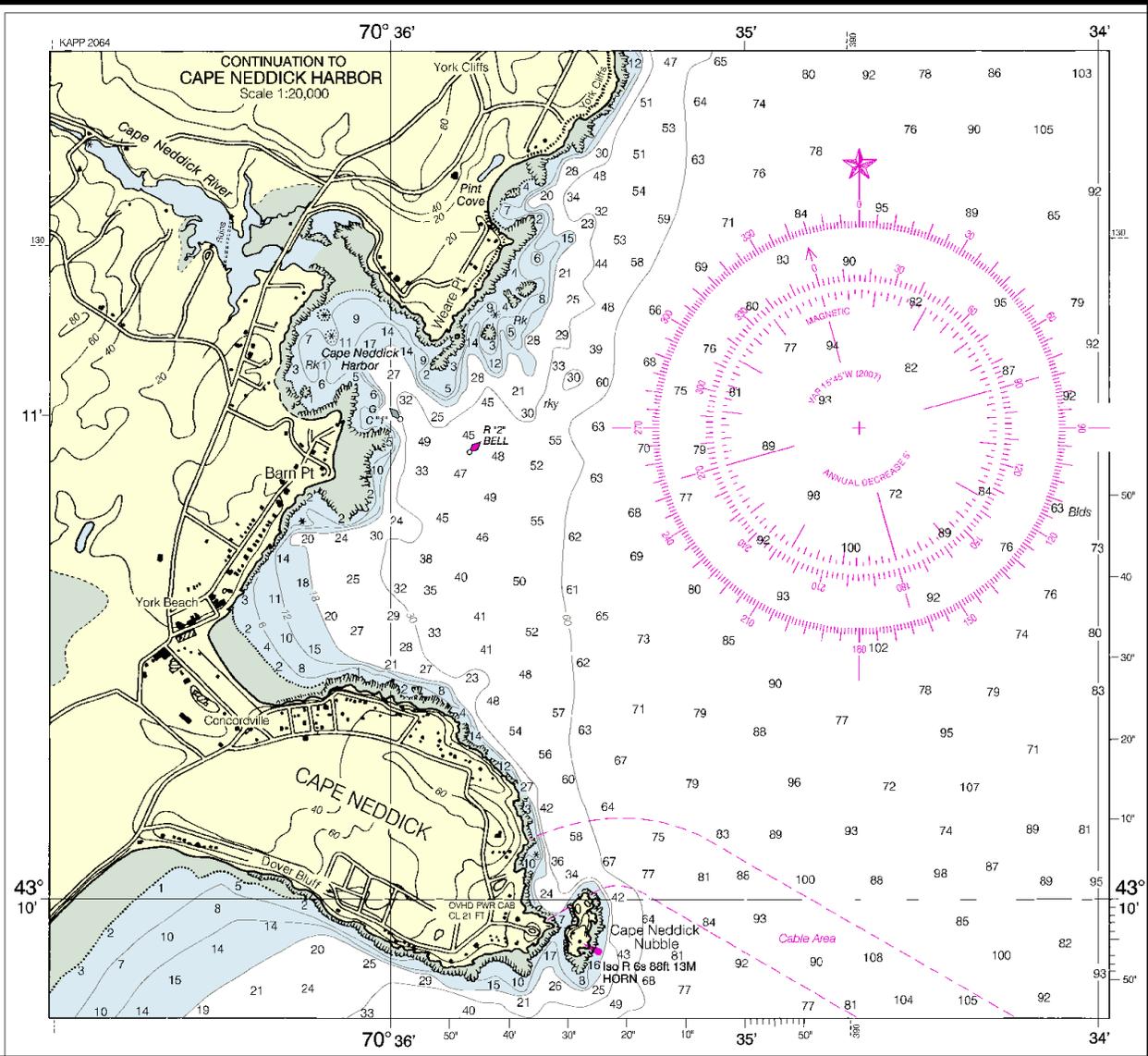
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2007)

13283

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communications is impossible (33 CFR 153).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



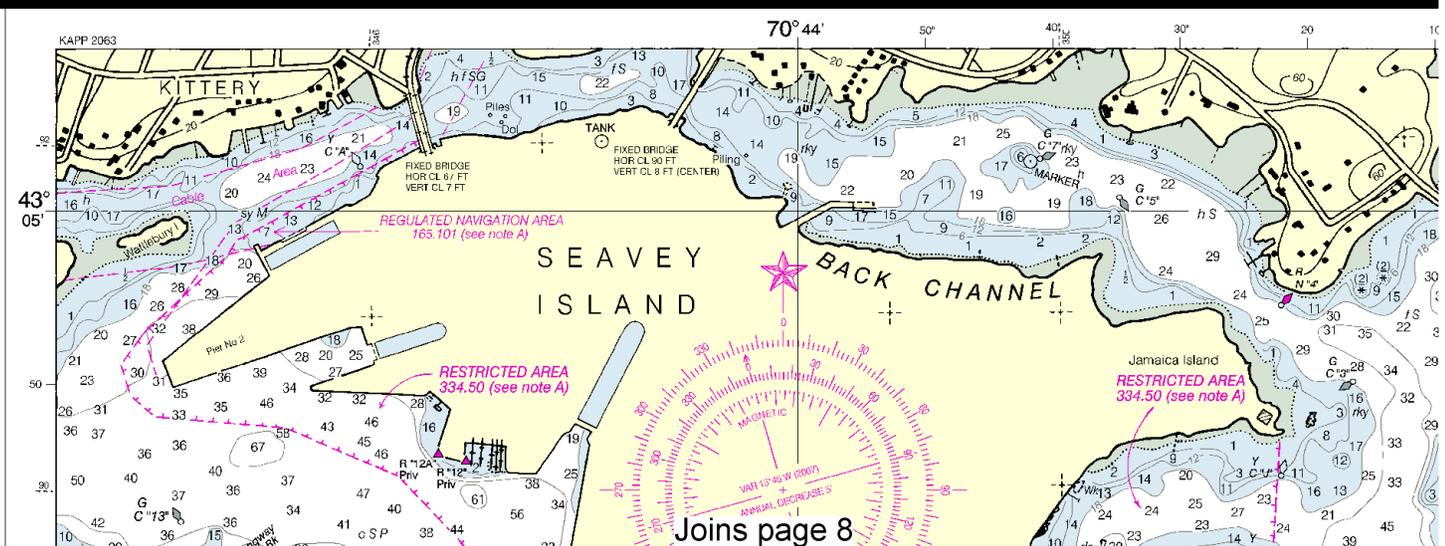
HORIZONTAL
The horizontal refers to North American Datum for charting purposes it to the World Geodetic System 1983 (WGS 84). Geographic positions are given in terms of the American Datum of 1983 average of 0.326' north to agree with this chart.

PLANE COORDINATE
(based on)
Maine State Grid, with dashed ticks at 10,000 three digits have been

SUPPLEMENTARY
Consult U.S. Coast Guard supplemental information

CABLE
Improved channels are subject to shoaling, particularly during winter

TEMPORARY CHANGES
Temporary changes in navigation are not indicated. Local Notice to Mariners. During some winter periods, certain lights may be replaced by other types see U.S. Coast Guard Light List.



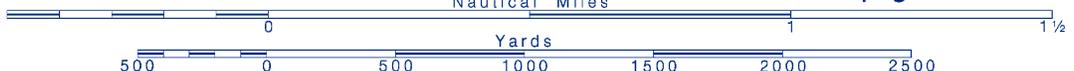
4



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

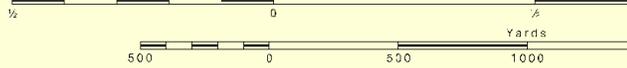


70° 42' 41' 50' 40' 30' 20' 10' 40' 50' 39' CONTINUED ON CHART 13

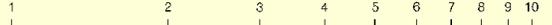


THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - EAST COAST
 MAINE - NEW HAMPSHIRE

SCALE 1:20,000
 Nautical Miles



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on the right point on 60 and left point will then indicate speed in units per hour. Example: With 4.0 nautical miles run in 1 hour, the right point on 60 and left point will then indicate speed in units per hour. Example: With 4.0 nautical miles run in 1 hour, the right point on 60 and left point will then indicate speed in units per hour. Example: With 4.0 nautical miles run in 1 hour, the right point on 60 and left point will then indicate speed in units per hour.

PORTSMOUTH HARBOR

CAPE NEDDICK HARBOR TO ISLES OF SHOALS

Mercator Projection
 Scale 1:20,000 at Lat. 43° 04'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at neuticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
 Refer to charted regulation section numbers.

Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus:

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See J.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

Trawlers or other vessels should exercise caution in dragging the ocean floor within a 6.7 mile radius of Shoals Light since it is known that JATO associated debris exist in the area.

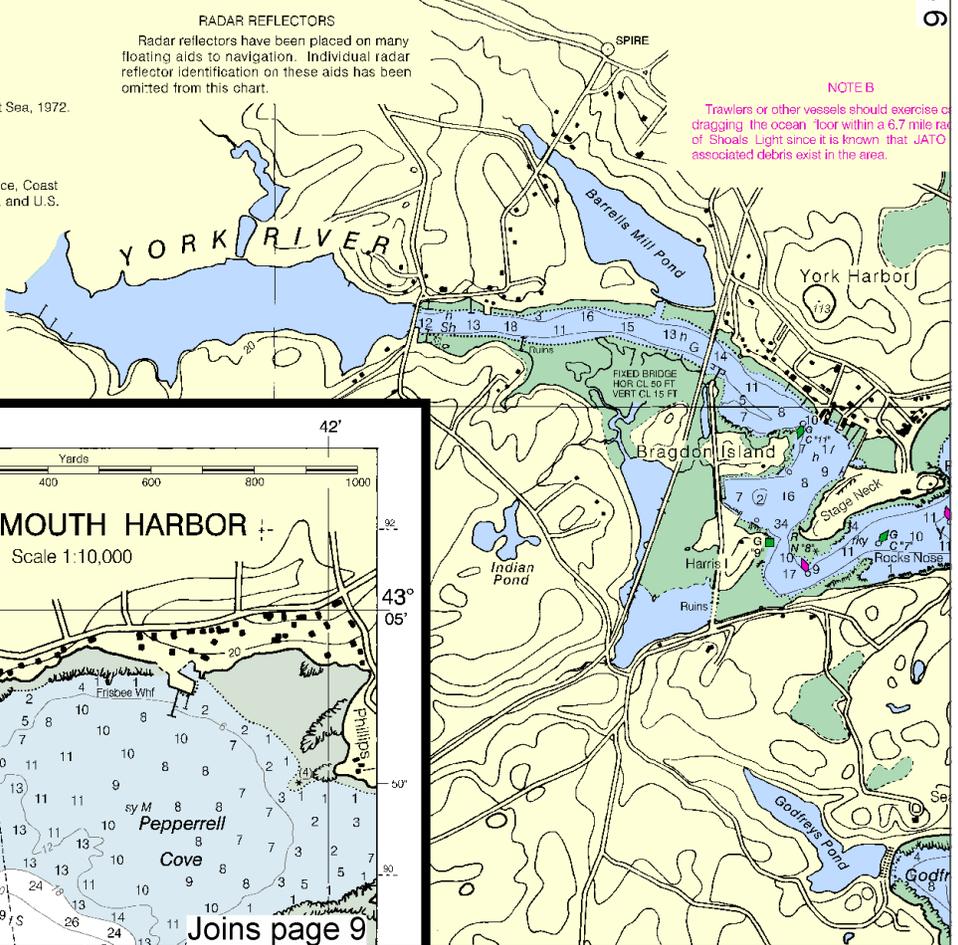
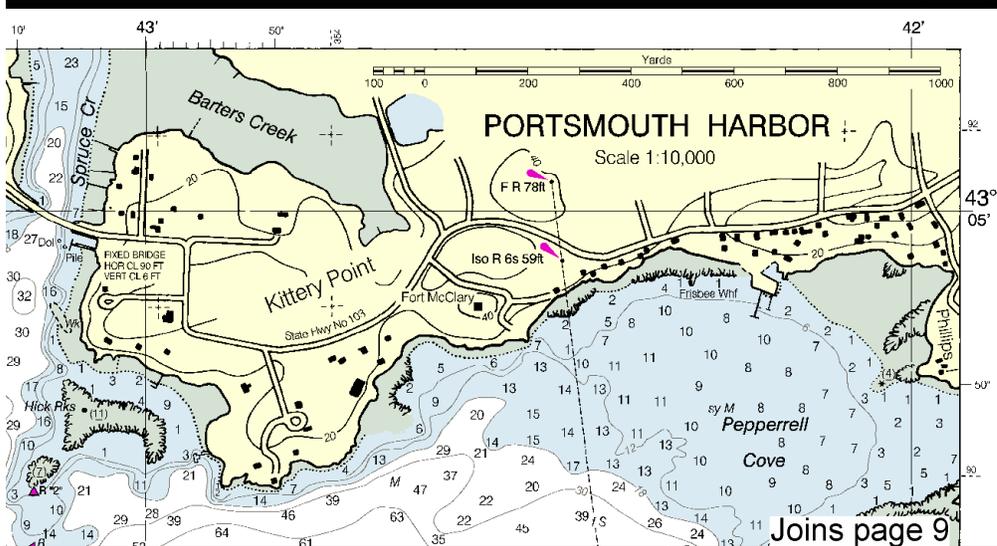
TIDAL DATUM
 Reference datum of this chart is Mean Lower Low Water of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Distances referred to the North American Datum of 1927 must be corrected an amount of 1.819' eastward.

ORDINATE GRID
 The chart is on NAD 1927. The west zone, is indicated by 'W' on the grid. The last digit is omitted.

TIDAL INFORMATION
 Consult U.S. Coast Pilot 1 for important information.

CAUTION
 Symbols shown by broken lines are particularly at the edges.

CAUTION
 Symbols or defects in aids to navigation are indicated on this chart. See the Notice to Mariners for details.
 Symbols for aids to navigation are shown by broken lines when they are to be removed or replaced. For details see the Notice to Mariners.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

41° 50' 40' 30' 20' 10' 40' 50' 39' CONTINUED ON CHART 13286 38'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MAINE - NEW HAMPSHIRE

YORK MOUTH HARBOR

YORK HARBOR TO ISLES OF SHOALS

Mercator Projection
Scale 1:20,000 at Lat. 43° 04'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Portland, MA. Refer to charted regulation section numbers.

Pump-out facilities

Locations and Abbreviations see Chart No. 1

International Regulations for Preventing Collisions at Sea, 1972. Collision lines are shown thus: ---

AUTHORITIES

Soundings and topography by the National Ocean Service, Coast and Geodetic Survey. Additional data from the Corps of Engineers, and U.S. Army Corps of Engineers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: [Symbol]

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See J.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
York Harbor		(43°08'N/70°38'W)	9.3	8.9	0.3
Portsmouth Harbor		(43°05'N/70°45'W)	8.5	8.1	0.3
Goosport Harbor, Isles of Shoals		(42°59'N/70°37'W)	9.2	8.8	0.3

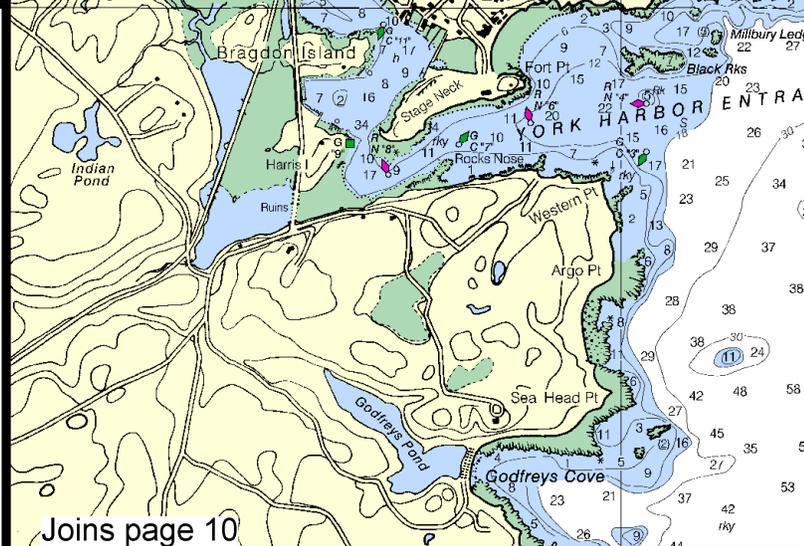
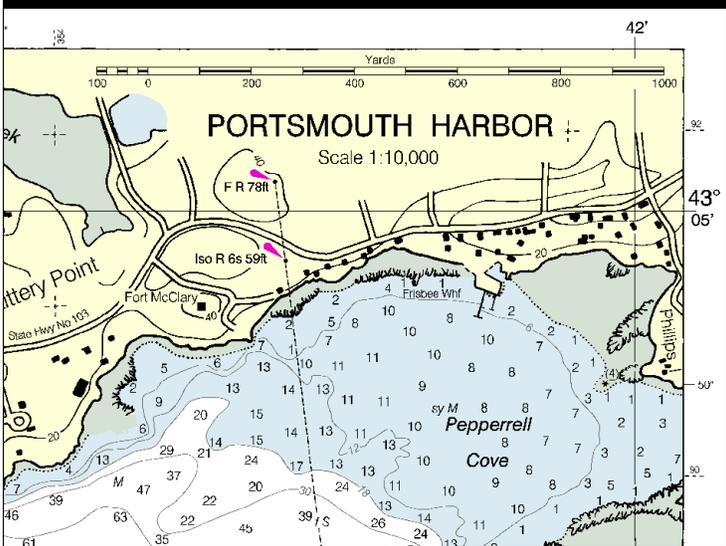
Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Oct 2007)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.55 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WXJ-40	162.40 MHz
Essex Marine, MA	WNG-54	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

Joins page 5



6



Printed at reduced scale.

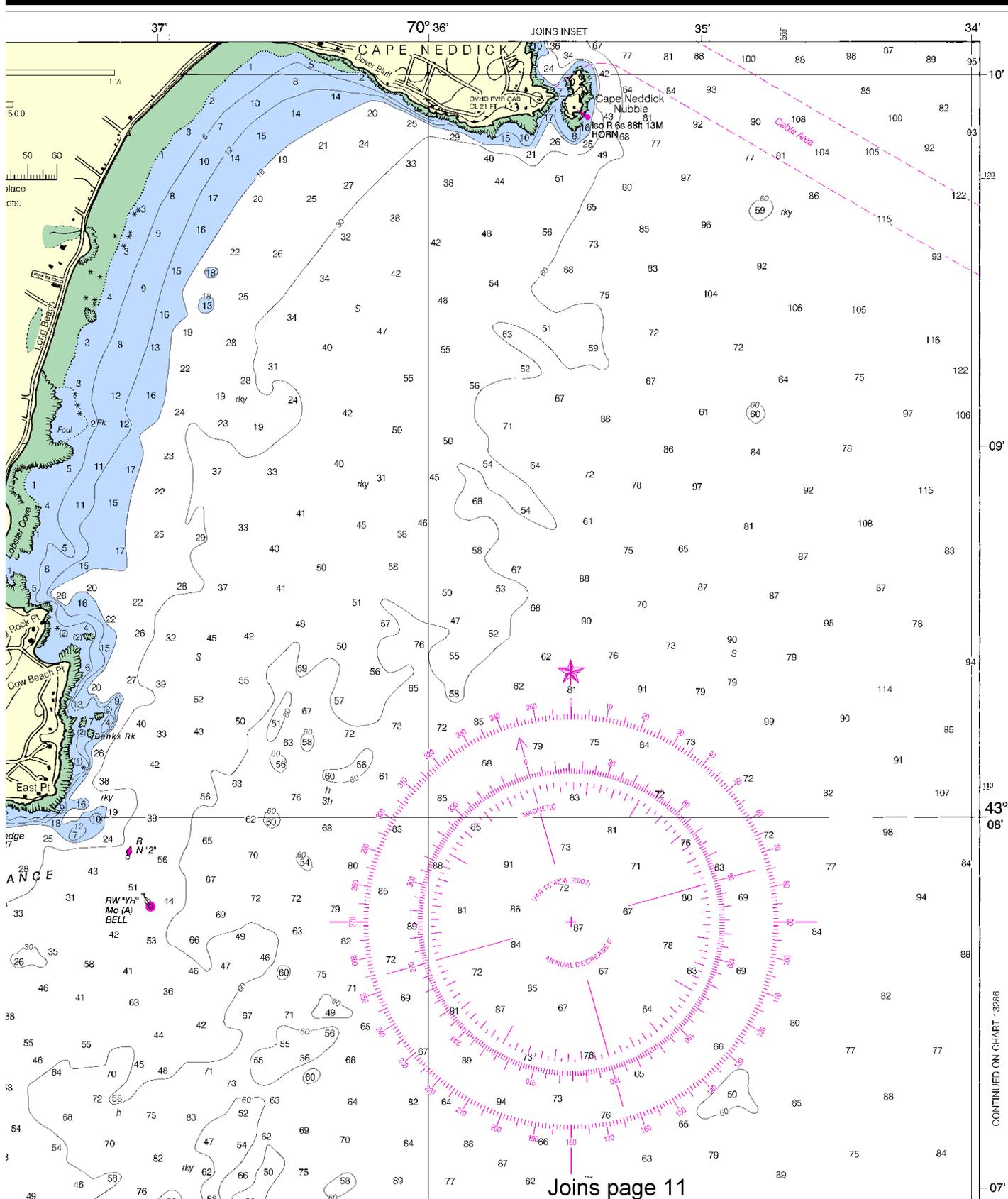
SCALE 1:20,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

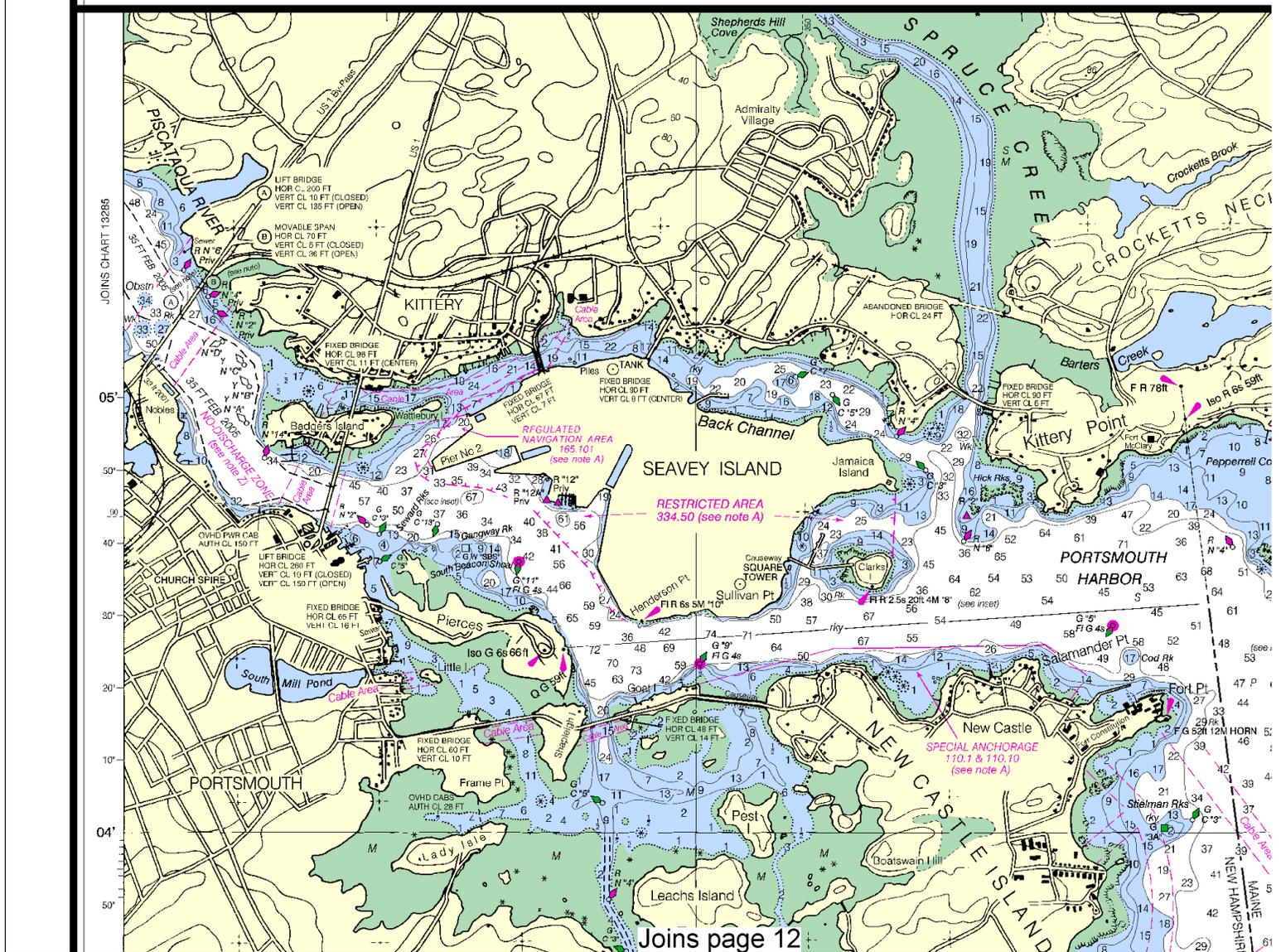
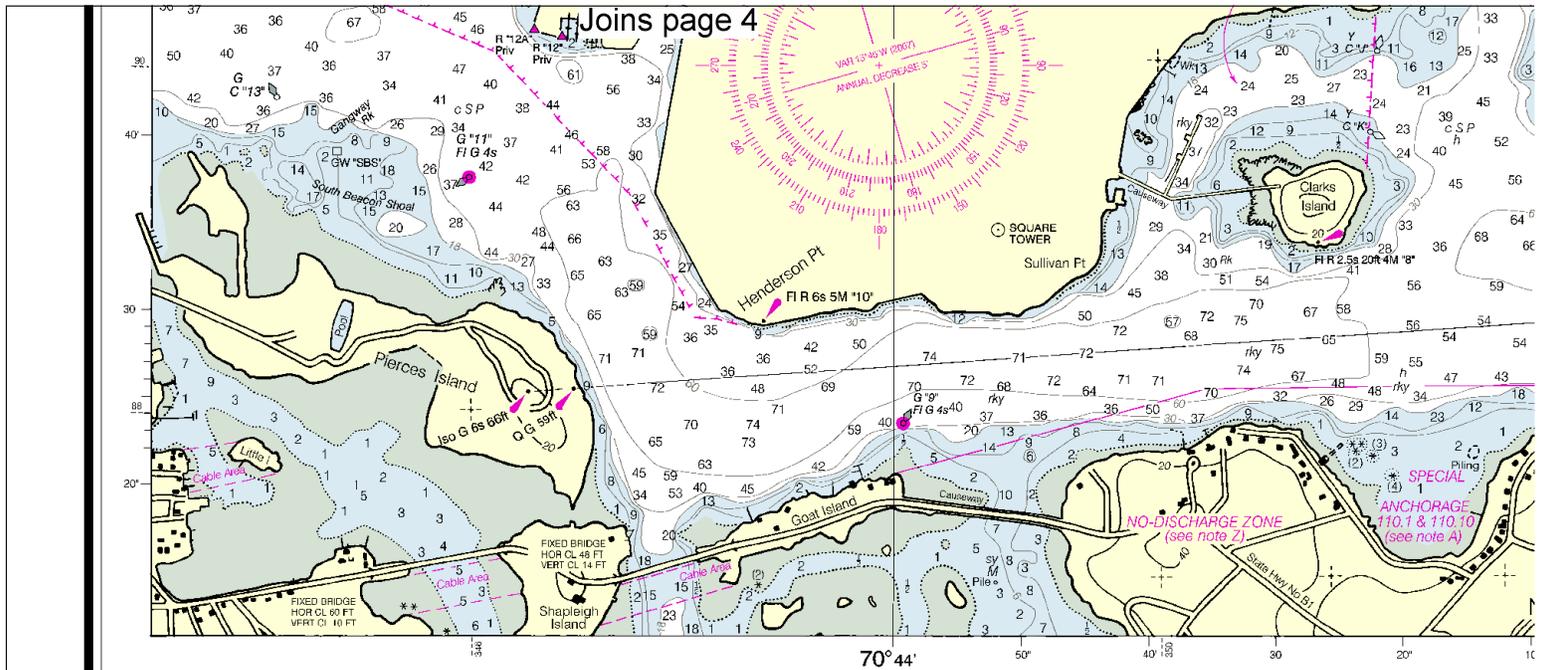
13283

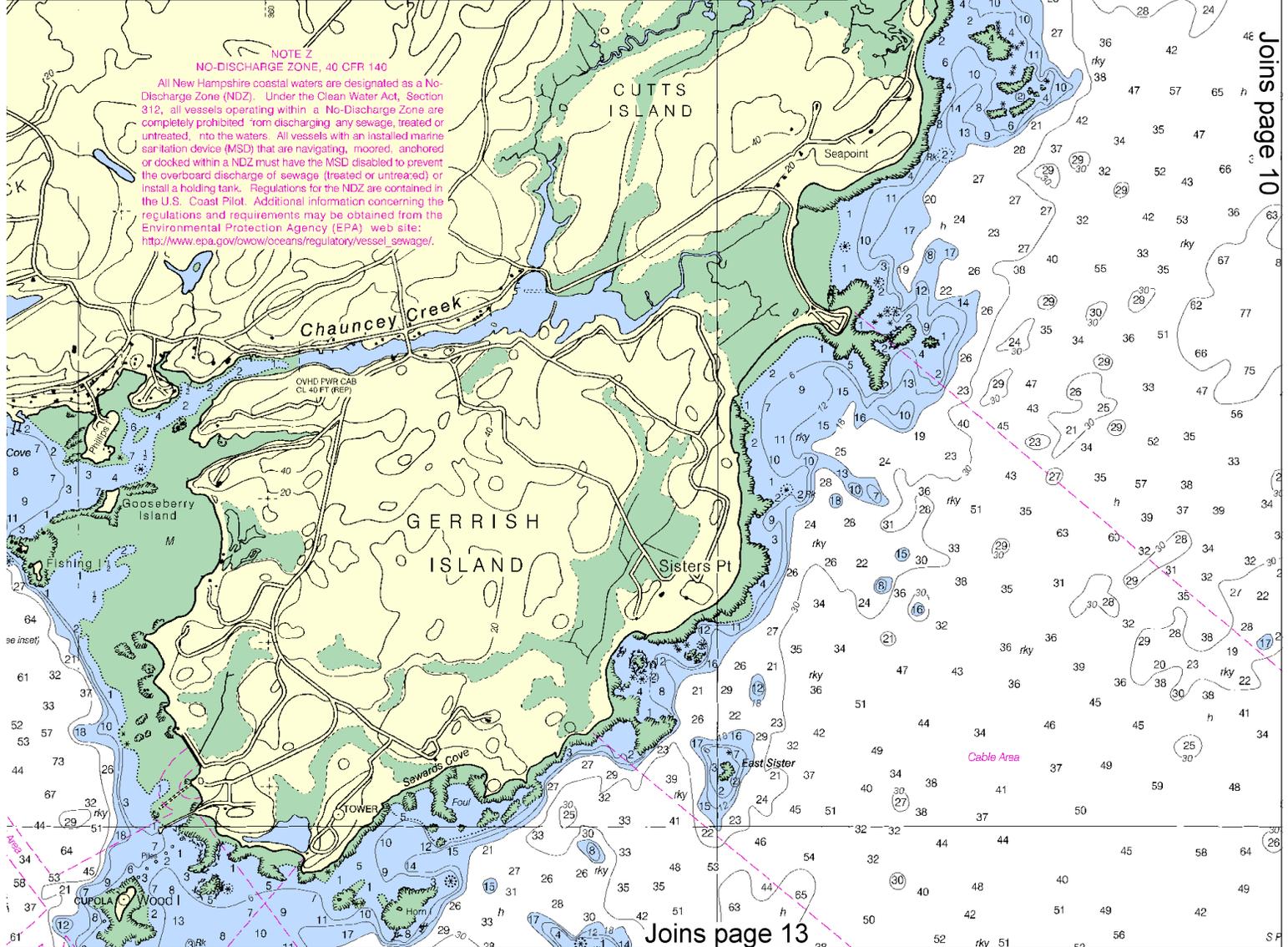
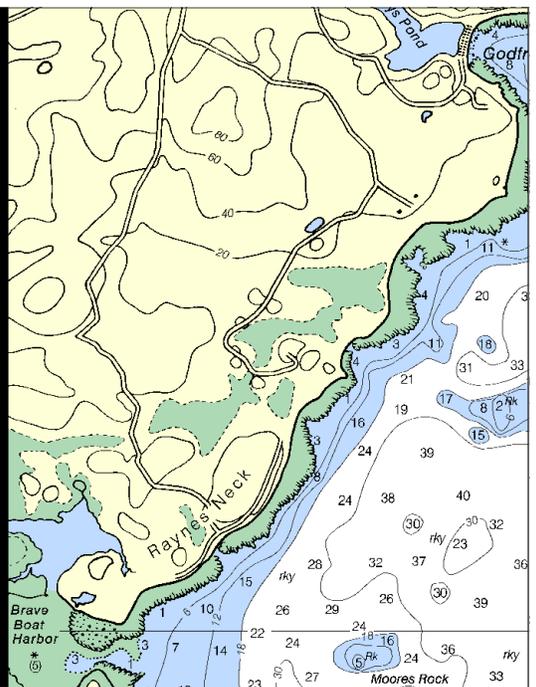
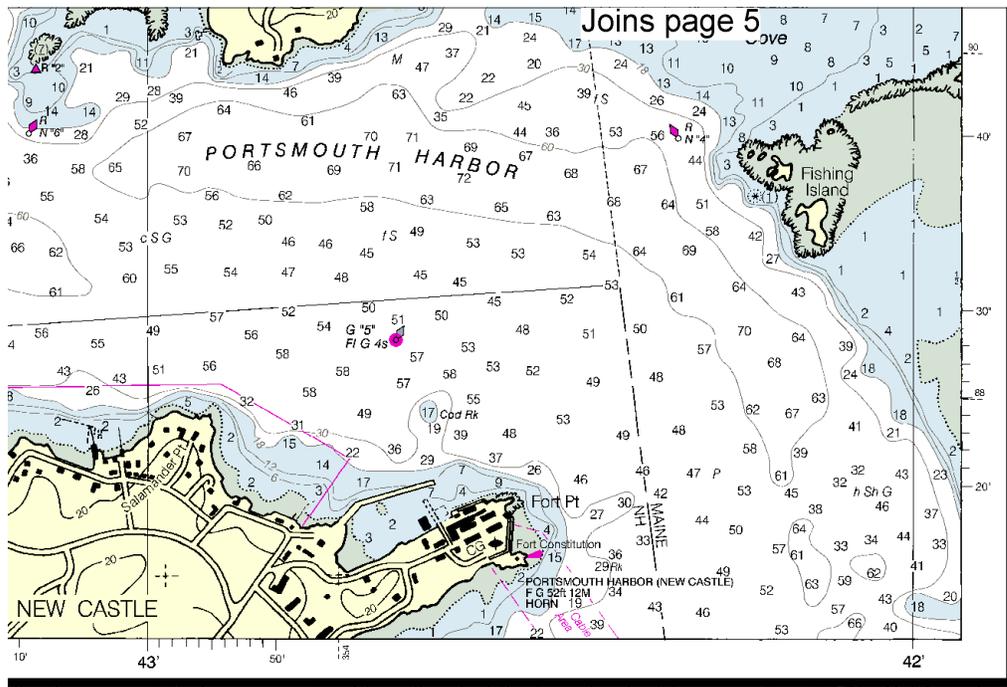


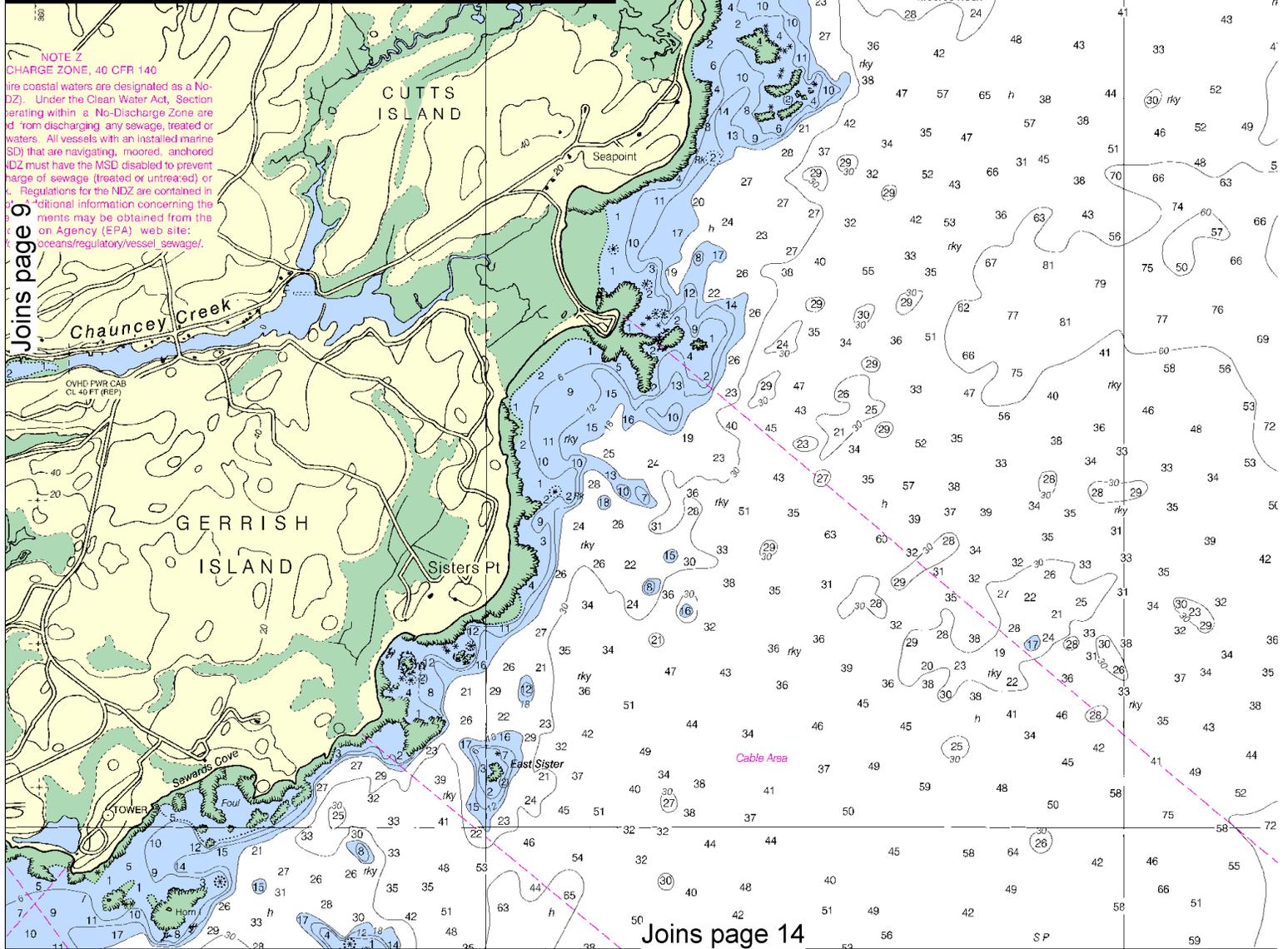
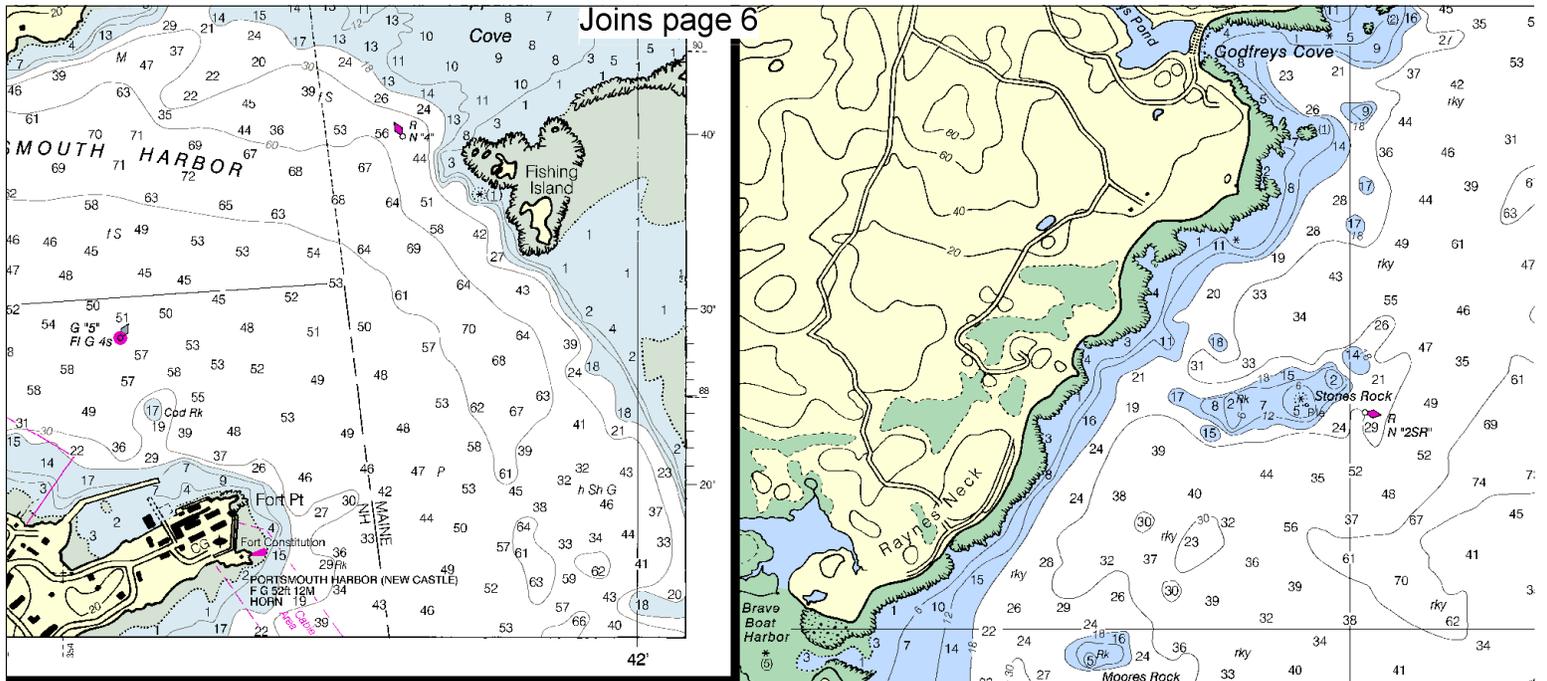
CONTINUED ON CHART 3286

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.









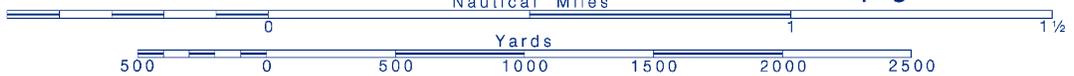
10

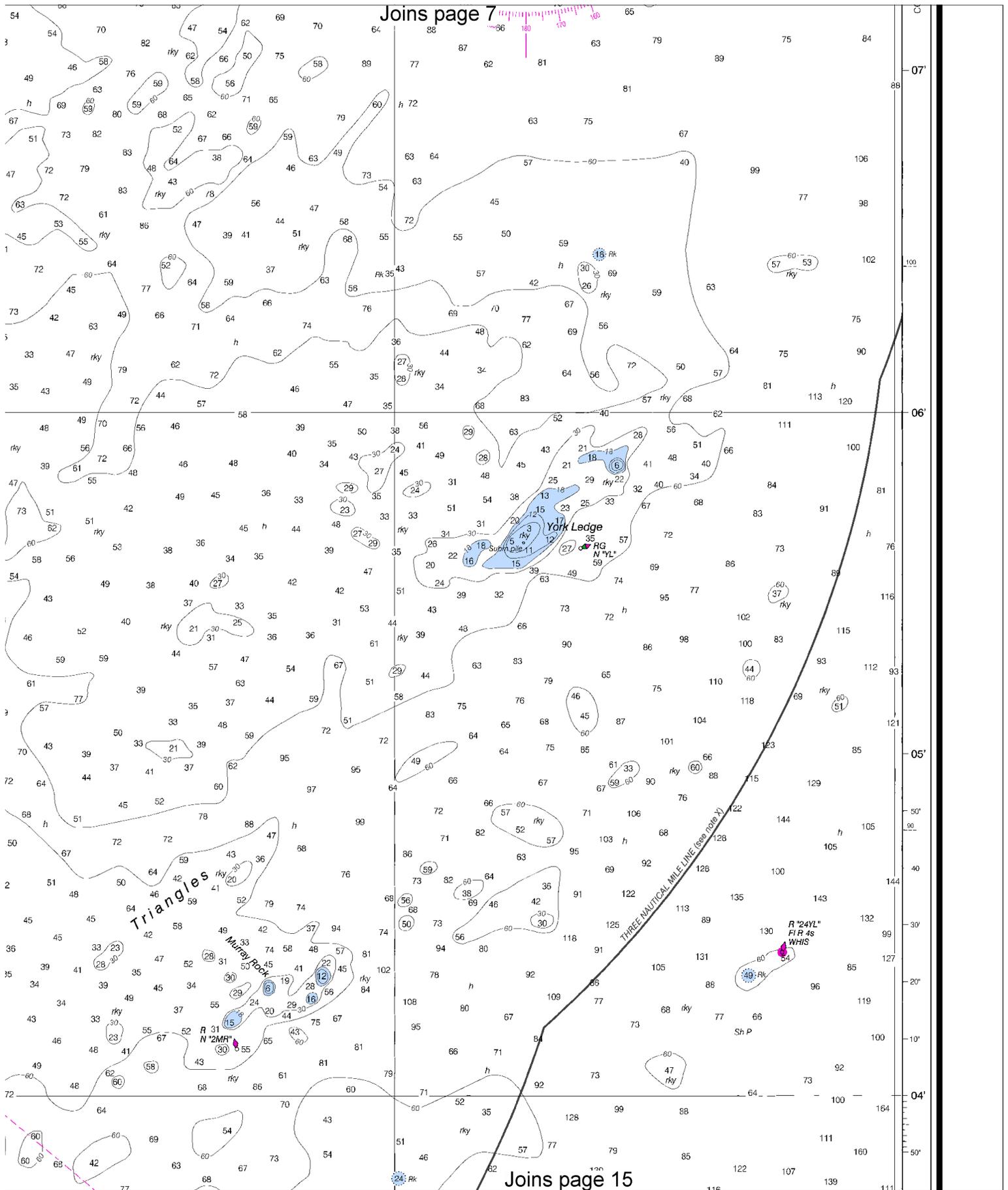
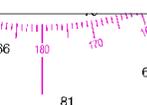


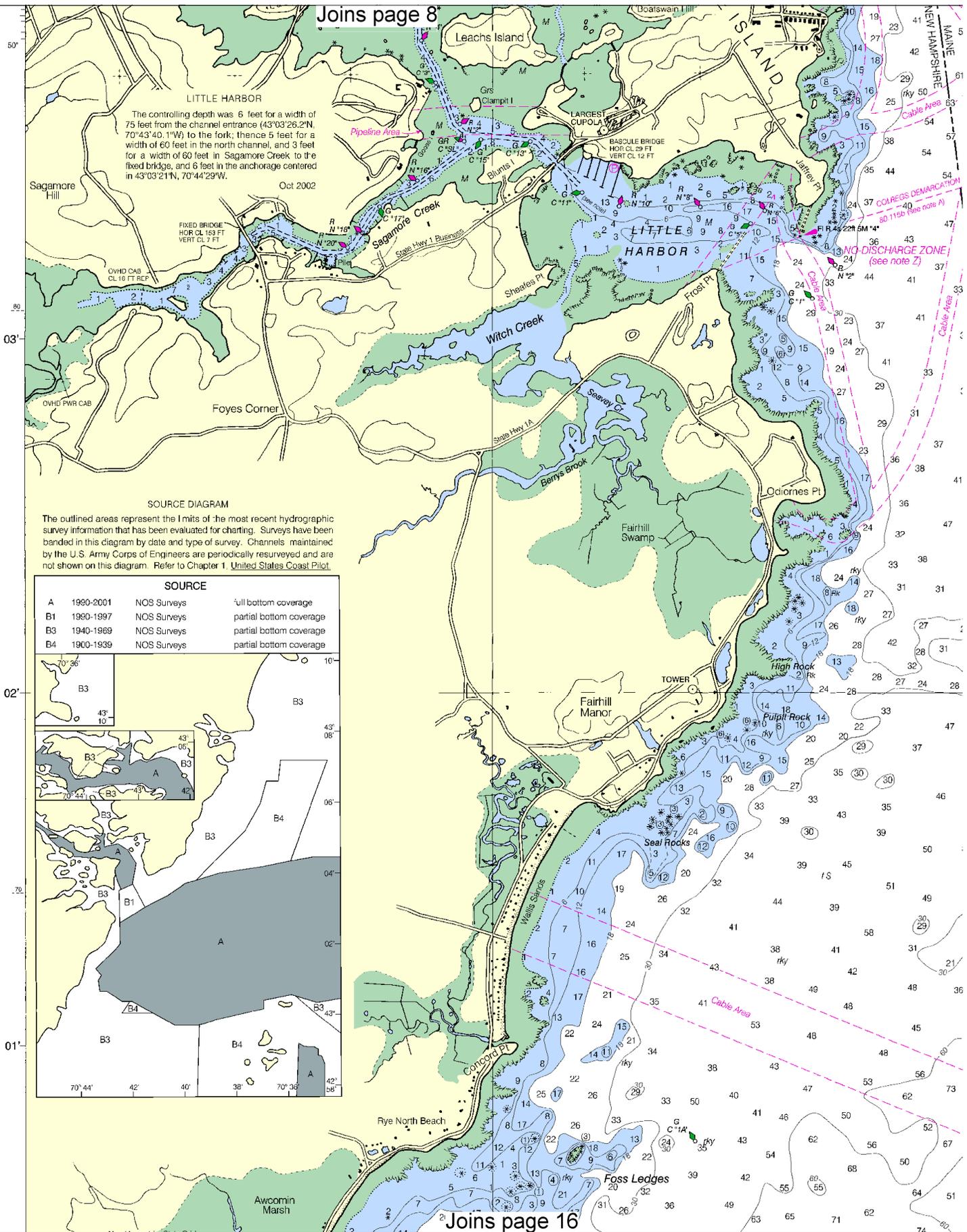
Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





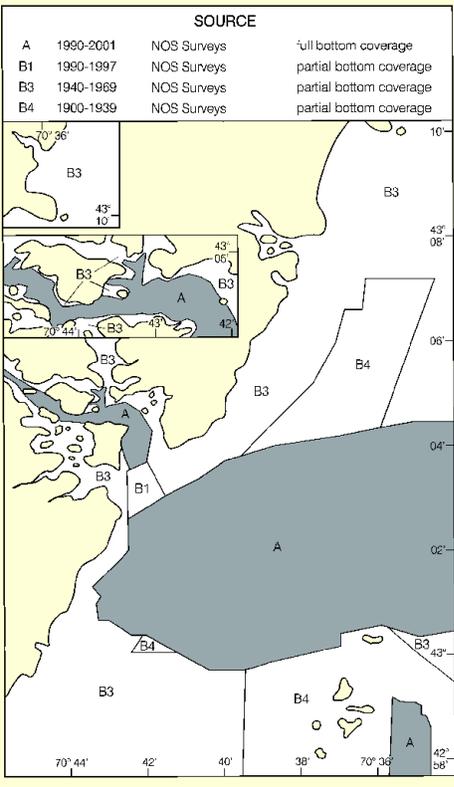


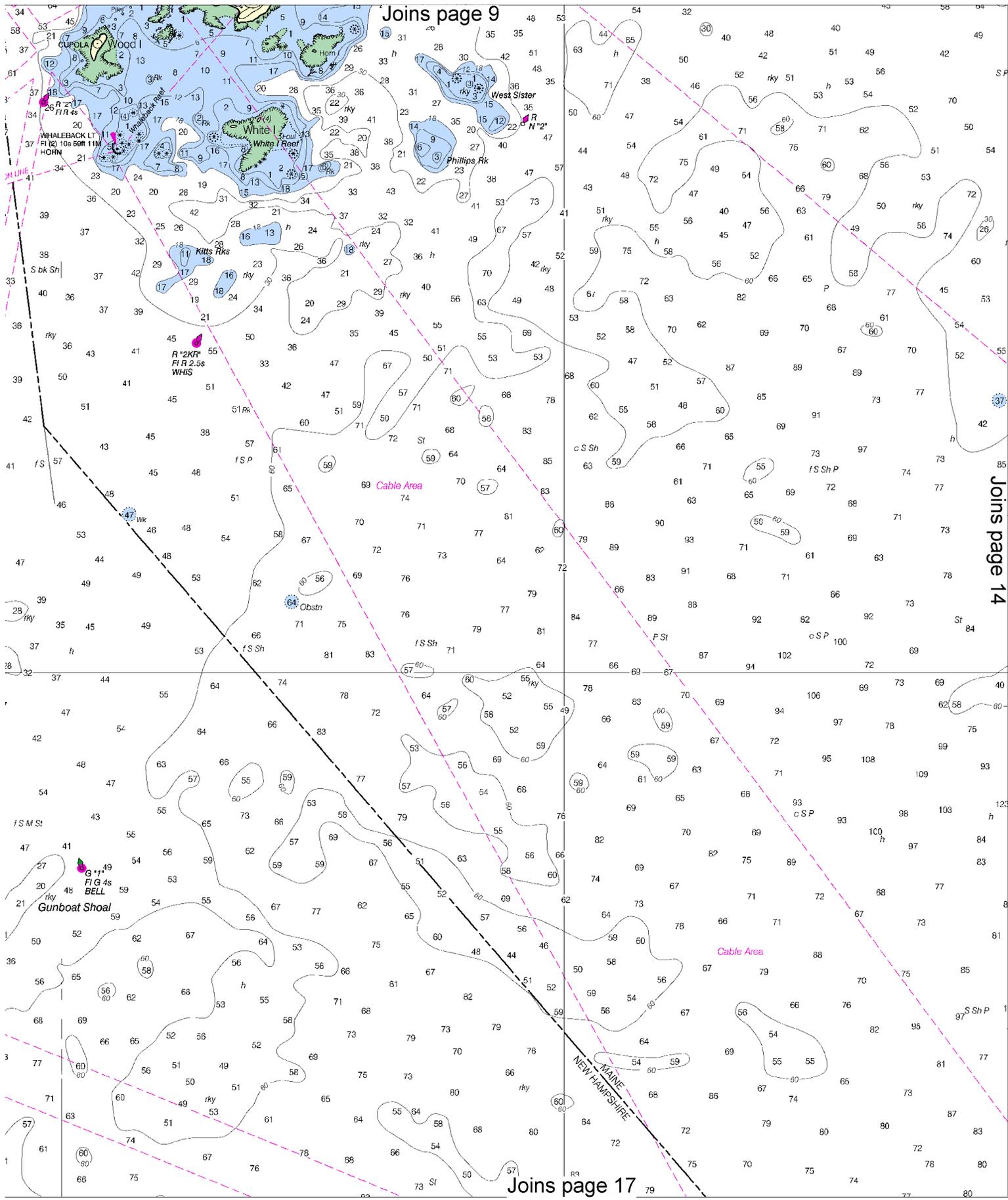
The controlling depth was 6 feet for a width of 75 feet from the channel entrance (43°03'26.2"N 70°43'40.1"W) to the fork; thence 5 feet for a width of 60 feet in the north channel, and 3 feet for a width of 60 feet in Sagamore Creek to the fixed bridge, and 6 feet in the anchorage centered in 43°03'21"N, 70°44'29"W.

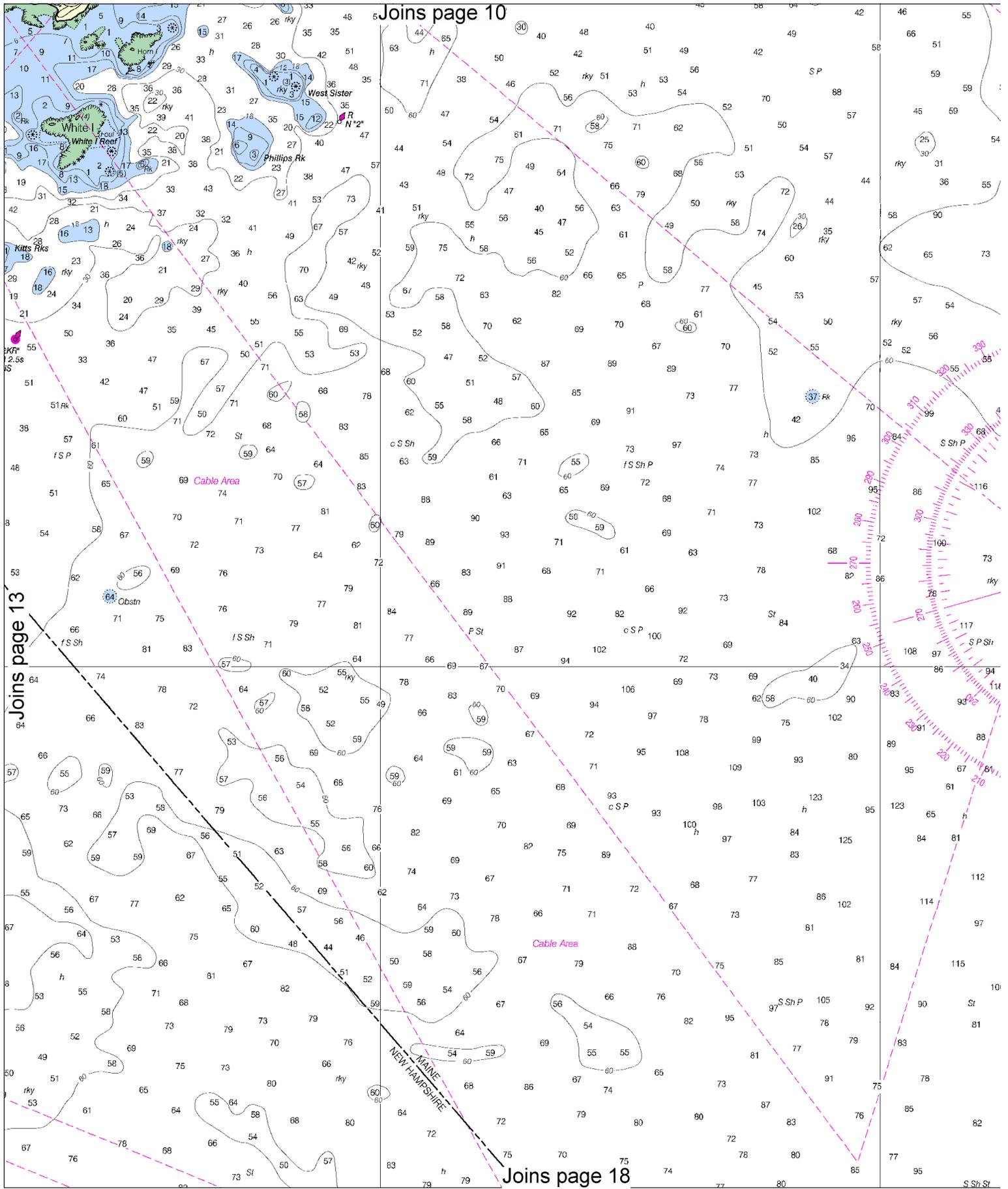
Oct 2002

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.







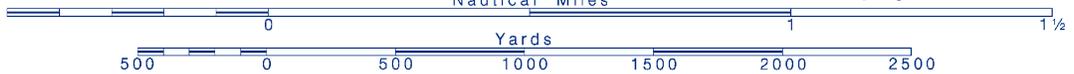
14



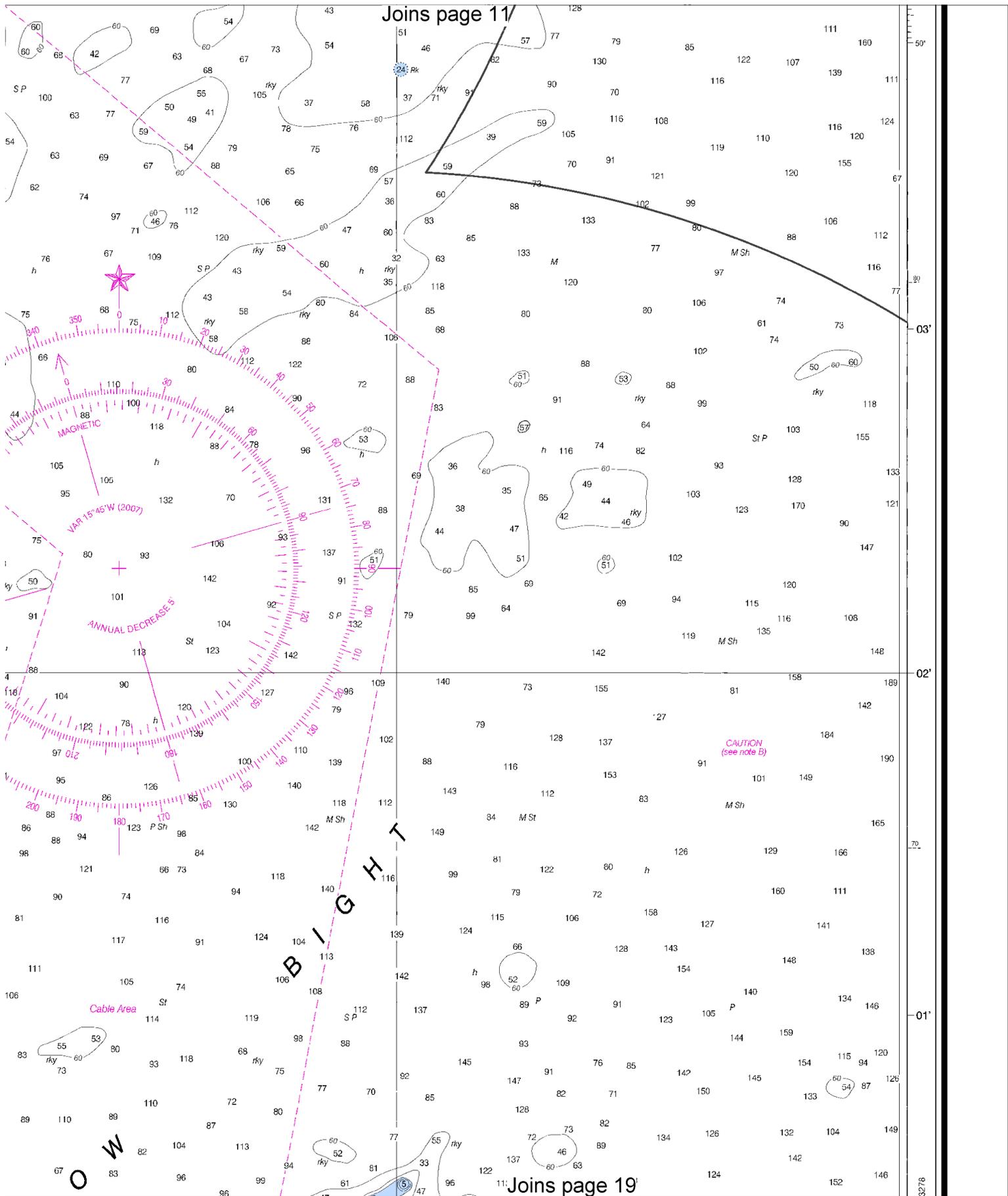
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

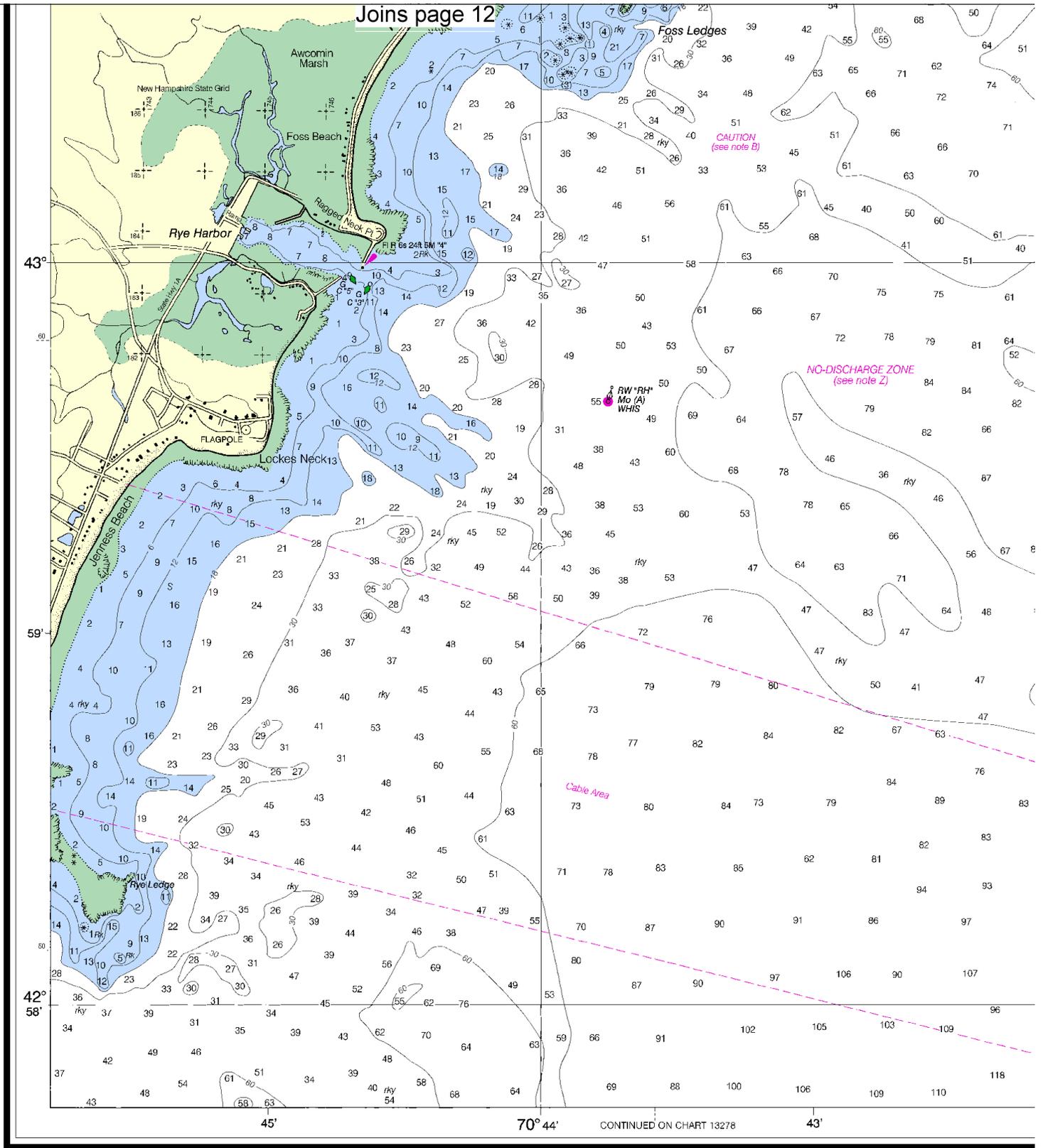
See Note on page 5.



Joins page 11/



Joins page 19



20th Ed., Oct. / 07
13283

Corrected through NM Oct. 27/07
Corrected through LNM Oct. 23/07

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683 <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com> or help@OceanGrafix.com.

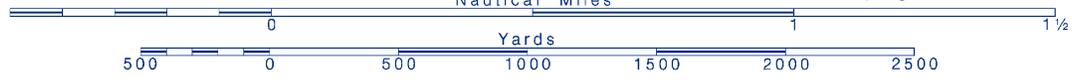
16

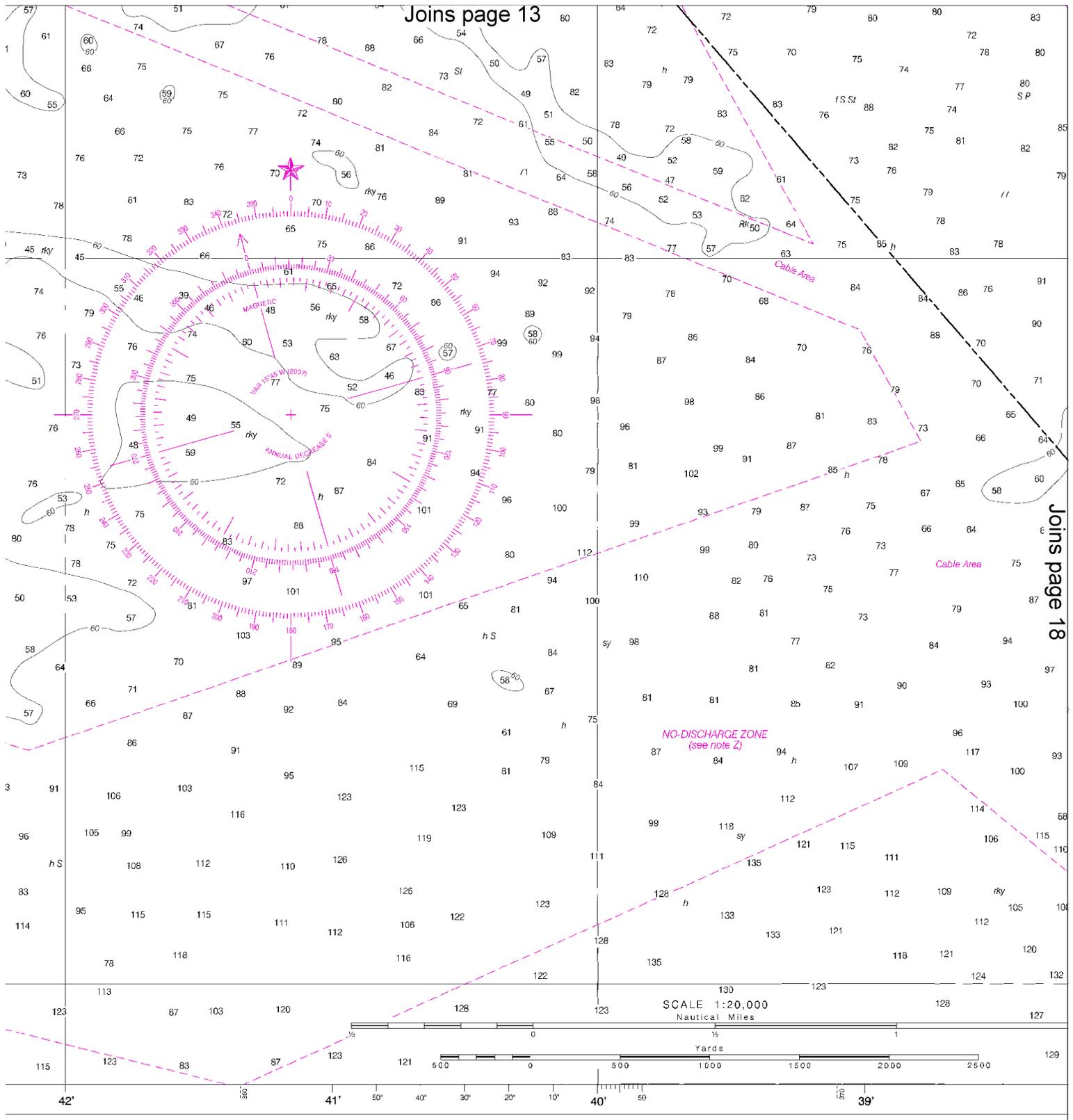


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



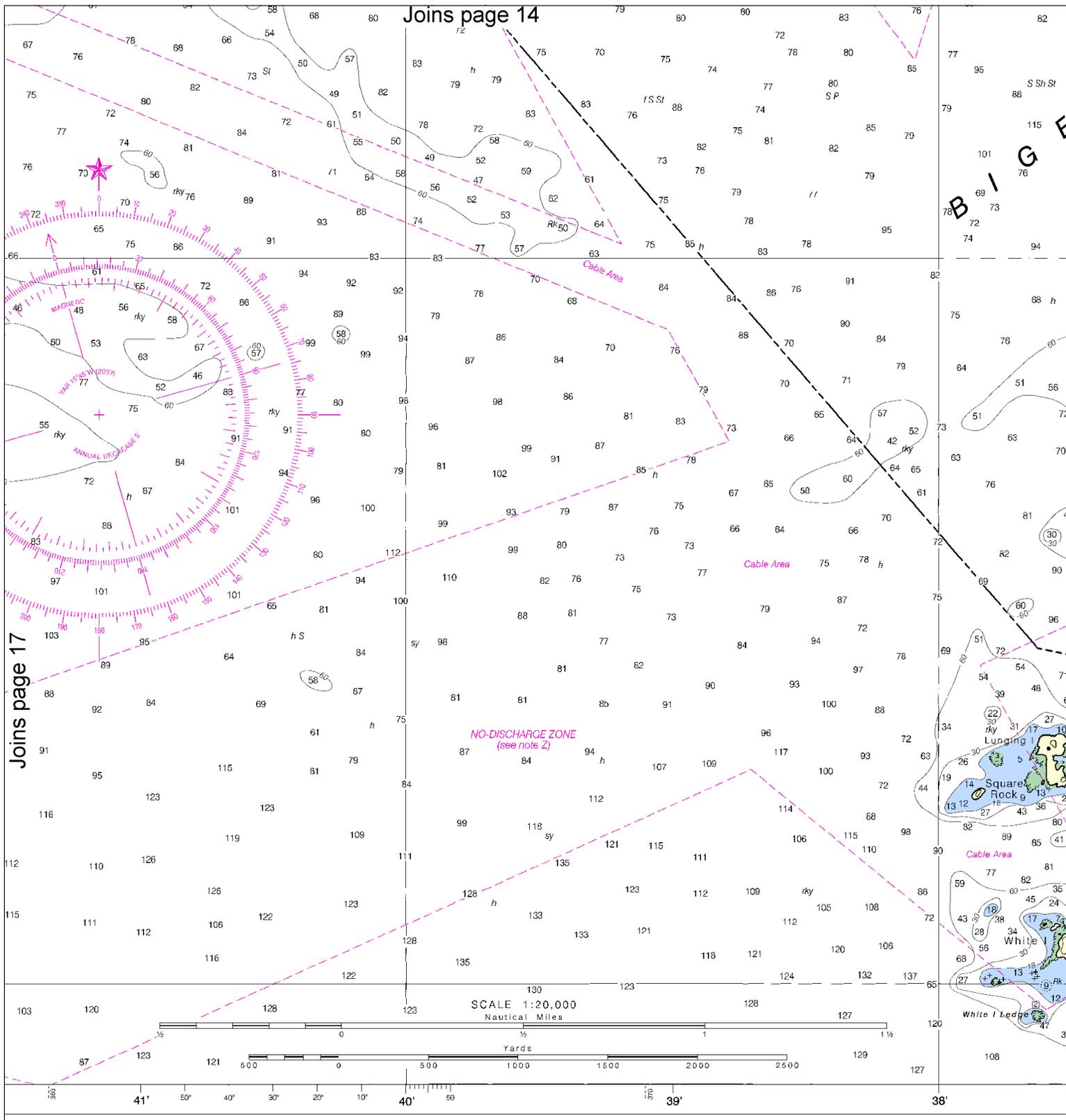


SOUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously the outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

art
 nd
 ed
 the
 nal
 and
 13,
 or
 om,



Joins page 17

B I G F

INGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FATHOMS	
FEET	
METERS	

18

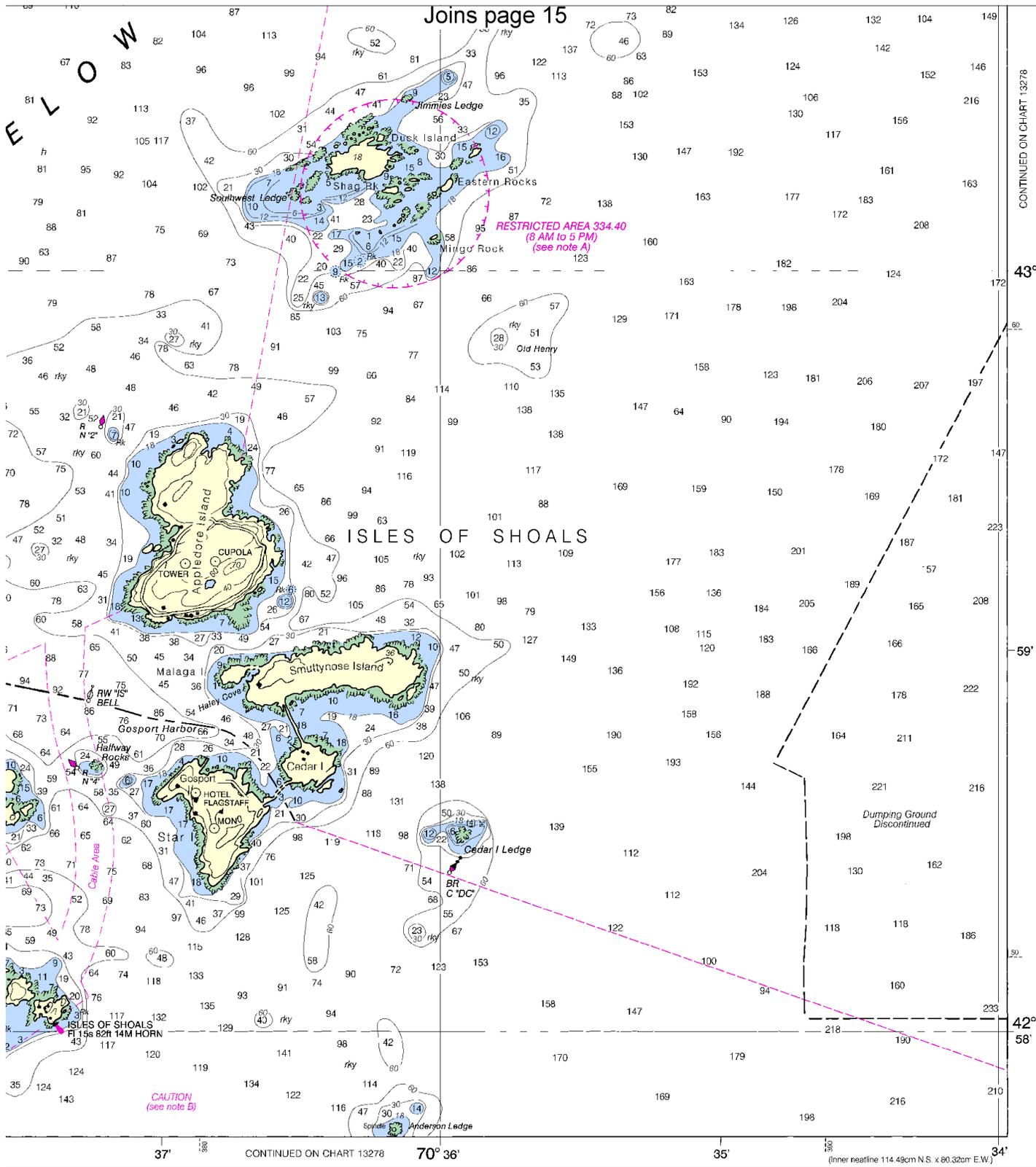


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 15

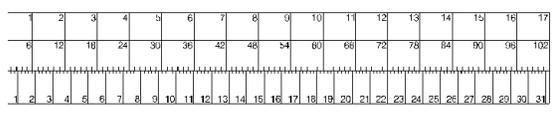
CONTINUED ON CHART 13278

RESTRICTED AREA 334.40
(8 AM to 5 PM)
(see note A)

CAUTION
(see note B)

CONTINUED ON CHART 13278

(Inner neatline 114.49cm N.S. x 80.32cm E.W.)



Cape Neddick Harbor to Isles of Shoals
SOUNDINGS IN FEET - SCALE 1:20,000

13283



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Portland – 978-283-0705

Coast Guard Portsmouth Harbor – 603-436-4414

Maine Marine Patrol – 207-657-3030

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

